

1000 1643Z 15 MAR 66

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DIRECTOR

ROUTINE

TOR: 1736Z 15 MAR 66

IN 9362.4

25X1A

IDEALIST

FOR

SUBJ: REPORT

1. ALL SECTIONS AND PIECES OF ART 342 FOUND ARE NOW AT

THOSE PIECES AT [REDACTED] ARE FOR PURPOSES OF 25X1A ANALYSIS. MAJOR SECTIONS NOT FOUND CONSIST OF THE LEFT HORIZONTAL STABILIZER, SUMP TANK, COCKPIT CANOPY AND THE PILOTS SEAT.

2. IT WAS NECESSARY FOR THE CHOPPER CREW TO DROP THE LEFT WING FROM ABOUT 100 FEET ABOVE GROUND DURING FIRST RECOVERY ATTEMPT. THE SITE OF RECOVERY WAS ON THE LEE SIDE OF A RIDGE AND A DOWN SLOPE WIND CONDITION EXISTED. THIS WHEN AGGRAVATED BY THE AIR TURBULANCE CAUSED BY THE CHOPPER WHILE IN HOVER APPARENTLY CAUSED THE WING TO BEHAVE IN AN UNSTABLE MANNER AT TIME OF PICK UP. THUS, THE PILOT ELECTED TO DROP THE WING. IN MY OPINION, THE CHOPPER PILOT MADE THE RIGHT DECISION. AS A RESULT, THE WING BROKE AT A POSITION ROUGHLY SIX FEET FROM THE WING TIP. A NEW SLING

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PAGE 2

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ARRANGEMENT WAS USED ON THE SECOND RECOVERY WITH SUCCESS.

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3. HELICOPTER SEARCH FOR THE STILL MISSING SECTIONS HAVE BEEN DISCONTINUED ON THE BASIS OF NOT BEING PROFITABLE. GROUND SEARCH BY TWO PEOPLE ON HORSEBACK CONTINUES. EXPECT TO DISCONTINUE THIS TYPE SEARCH LATER THIS WEEK. EXACT DATE DEPENDS ON HOW LONG IT TAKES THIS PARTY TO ACCOMPLISH ASSIGNED TASKS.

4. PLANNED DATE FOR DISTRIBUTION OF THE INVESTIGATING OFFICERS REPORT IS 18 MARCH 1966.

5. LATER THIS MONTH WE PLAN TO FORWARD A RESUME OF LESSONS LEARNED.

END OF MESSAGE

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